

AN OUNCE OF PREVENTION

REDUCING OVERALL COSTS TO MAINTAIN STREETS

By Mayor Gene Winstead

WE EAT RIGHT AND EXERCISE TO STAY healthy, or patch a leaky roof and regularly change the oil in our car to save on future costly repairs. Preventative maintenance helps resolve potential problems before they occur – it is also the best approach in caring for our city streets.

Since 1992, the City has had a successful long-term program for maintaining the life of Bloomington’s streets. The Pavement Management Program (PMP) identifies, inventories and tracks street condition to ensure that the right maintenance is done at the right time. The results are prolonged pavement life and reduced overall costs to property owners.

Many City streets were installed more than 50 years ago during Bloomington’s population and building expansion. As more streets age and

require maintenance, the PMP will need additional resources.

The biggest funding need is for streets in the overlay category. By performing periodic overlays, a street’s lifespan can be more than tripled, delaying costly reconstruction. To keep up with street maintenance needs the PMP will soon require an additional \$1.7 million in resources. If we continue to fund the program, the additional cost to overlay streets over the next 20 years would be \$34 million. If we let streets decline into the problem category, a total reconstruction of streets would be necessary at a cost of \$50 million. Upkeep of our infrastructure ensures that Bloomington streets are safe, functional and well-maintained.

The PMP was initiated to keep an already good maintenance program for Bloomington’s aging streets rolling. In



Crews perform an overlay on city street.

1992, it was predicted that if no program were adopted, more than 45 percent of streets would fall into the problem category by 2012. Since the program began more than 12 years ago, less than 5 percent of streets are in the problem category – a good indicator that preventative maintenance works.

For a complete list of street projects, visit www.ci.bloomington.mn.us, keyword: Construction.



HOW DOES THE PMP WORK?

Staff inspect City streets and assign each a PCI (Pavement Condition Index) number. The PCI number determines what maintenance needs to be performed:

PCI	Designation	Maintenance
100	Newly reconstructed	None
99 - 66	Adequate	Sealcoat
65 - 36	Marginal	Mill and overlay
35 - 1	Problem	Reconstruct

TRANSPORTATION UPDATE

CONSTRUCTION ON BLOOMINGTON’S ROADWAYS

NEW INTERCHANGES AT TH169

WORK BEGAN LAST SPRING TO ELIMINATE stoplights and build bridges on TH169. In June, Pioneer Trail was closed for improvements and is scheduled to reopen in late November. Once this intersection is completed, construction at Bloomington Ferry Road will begin with completion scheduled for

November 2005. TH169 will remain open throughout the project.

I-494/TH169

The elimination of signalized intersections at Highwood Drive and I-494 is scheduled for bidding in December 2005 and depends on available state funding.

LYNDALE FROM I-494 TO WEST 82ND

Lyndale Avenue is under reconstruction between I-494 and West 82nd Street. Substantial completion is scheduled for the end of 2004. Improvements fit with the proposed Lyndale Avenue bridge project over I-494 that is tentatively scheduled in 2005 - 2006.



“The entire length of the track has been laid,” Collins said. “Crews are now focusing on electrical work and signals.”

Light rail is scheduled to begin full service by December 2004 from downtown Minneapolis to the Mall of America’s transit station under the east parking deck. For more information, visit www.dot.state.mn.us/metro/lrt.

HIAWATHA LIGHT RAIL LINE OPENS

WORK ON BLOOMINGTON PORTION CONTINUES

MORE THAN 95,000 PEOPLE TOOK A ride on the Hiawatha Light Rail Line that opened from downtown Minneapolis to Fort Snelling during the

weekend of June 26 - 27. Celebrations that included entertainment, food, activities, displays and presentations were held at each of the 12 stations along the Minneapolis portion of the line. Approximately 93,000 riders used light rail during its first week of operation, exceeding expectations by nearly 68 percent.

Construction of the project’s Phase II continues from Fort Snelling to the Mall of America. Hiawatha Project Office’s Community Outreach Specialist Josh Collins said construction in Bloomington is right on schedule.



BRIEFING

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